

**National Transportation Safety Board
Washington, DC 20594**

Brief of Accident

Adopted 06/06/1996

LAX96LA070 File No. 1893	12/12/1995	SACRAMENTO, CA	Aircraft Reg No. N987FE	Time (Local): 05:30 PST		
Make/Model: Cessna / 208B			Fatal	Serious	Minor/None	
Engine Make/Model: P&W / PT6A-114			Crew	0	0	1
Aircraft Damage: Substantial			Pass	0	0	0
Number of Engines: 1						
Operating Certificate(s): None						
Name of Carrier: WEST AIR INDUSTRIES						
Type of Flight Operation: Non-scheduled; Domestic; Cargo						
Reg. Flight Conducted Under: Part 135: Air Taxi & Commuter						
Last Depart. Point: Same as Accident/Incident Location			Condition of Light: Night/Dark			
Destination: OAKLAND , CA			Weather Info Src: Weather Observation Facility			
Airport Proximity: On Airstrip			Basic Weather: Visual Conditions			
Airport Name: SACRAMENTO METRO			Lowest Ceiling: 4100 Ft. AGL, Overcast			
Runway Identification: 0			Visibility: 10.00 SM			
Runway Length/Width (Ft): Unk/Nr			Wind Dir/Speed: 120 / 020 Kts			
Runway Surface:			Temperature (°C): Unk/Nr			
Runway Surface Condition:			Obstr to Vision: None			
			Precipitation: None			
Pilot-in-Command	Age: 41		Flight Time (Hours)			
Certificate(s)/Rating(s)			Total All Aircraft: 4300			
Airline Transport; Flight Instructor; Multi-engine Land; Single-engine Land			Last 90 Days: 144			
Instrument Ratings			Total Make/Model: 1800			
Airplane			Total Instrument Time: 220			

Prior to taxi, the tower reported that the wind velocity was 24 knots with gusts to 27 knots. The pilot reported that while taxiing, he could not maintain the aircraft on the taxiway centerline due to strong winds. He decided to return to the ramp. When past 90 degrees of the turnaround, the aircraft tipped over onto its left wing and nose. Investigation revealed that the wind gauge in the tower had malfunctioned and was indicating 20 knots less wind than actually existed.

Brief of Accident (Continued)

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Occurrence #1: NOSE OVER
Phase of Operation: TAXI

Findings

1. (F) WEATHER CONDITION - HIGH WIND
2. (F) WEATHER CONDITION - GUSTS
3. (C) METEOROLOGICAL EQUIPMENT - FALSE/INCORRECT INDICATION
4. (F) WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
the pilot was given an erroneous wind velocity due to a malfunctioning wind gauge in the control tower. Factors relating to the accident were: the high/gusty wind conditions, and the pilot's improper evaluation of the actual wind condition.